

Meridian City Council Work Session

February 27, 2024.

A Meeting of the Meridian City Council was called to order at 4:30 p.m. Tuesday, February 27, 2024, by Mayor Robert Simison.

Members Present: Robert Simison, Joe Borton, Luke Cavener, Liz Strader, John Overton, Anne Little Roberts and Doug Taylor.

Members Absent: Joe Borton.

Others Present: Chris Johnson, Bill Nary, Caleb Hood, Brian McClure, Heather Hill, Scott Colaiani, Kenny Bower and Dean Willis.

ROLL-CALL ATTENDANCE

☒ Liz Strader	☐ Joe Borton
☒ Anne Little Roberts	☒ John Overton
☒ Doug Taylor	☒ Luke Cavener (4:55 p.m.)
☒ Mayor Robert E. Simison	

Simison: Council, we will call the meeting to order. For the record it is February 27th, 2024 at 4:32 p.m. We will begin this afternoon's work session with roll call attendance.

ADOPTION OF AGENDA

Simison: Next item up is adoption of the agenda.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: It looks like we need to remove Item 7, 8 and 13. So, with those changes I move that we adopt the agenda as amended. With the amended.

Little Roberts: Second.

Simison: Have a motion and a second to adopt the agenda as amended. Is there any discussion? If not, all in favor signify by saying aye? Opposed nay? The ayes have it and the agenda is adopted as amended.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the February 13, 2024 City Council Work Session**

- 2. Approve Minutes of the February 13, 2024 City Council Regular Meeting**
- 3. Kiddie Academy Water Main Easement (ESMT-2024-0026)**
- 4. TM Center Subdivision No. 2 Sanitary Sewer and Water Main Easement (ESMT-2024-0034)**
- 5. Elevate Franklin Sanitary Sewer Easement No. 1 (ESMT-2024-0029)**
- 6. Elevate Franklin Storage Water Main Easement No. 1 (ESMT-2024-0030)**
- 7. Movado Village Subdivision Sanitary Sewer and Water Main Easement No. 1 (ESMT-2024-0035)**
- 8. Movado Village Subdivision Sanitary Sewer and Water Main Easement No. 2 (ESMT-2024-0036)**
- 9. Findings of Fact, Conclusions of Law for Kleiner Adjacent Subdivision (H-2023-0059) by Brighton Development, Inc., located at Northeast corner of N. Records Way and E. Fairview Ave.**
- 10. Final Order for Artisan Victory Market (FP-2023-0026), by Judy Schmidt, Bailey Engineering, located at 2820, 2910, 2960, 2990 and 3020 S. Eagle Rd.**
- 11. Final Order for Slatestone Subdivision No. 1 (FP-2023-0028) by Ardurra, located at 2707 S. Stoddard Rd.**
- 12. Easement Agreements Between the City of Meridian and Ada County Highway District for Ustick Rd., Black Cat Rd. to Ten Mile Rd. (Project No. 522025.001)**
- 13. Development Agreement (Crowley Park Subdivision H-2023-0053) Between City of Meridian and Gilbert RE Holdings, LLC for Property Located at 4135 W. Cherry Ln.**
- 14. Resolution No. 24-2439: A resolution vacating three feet of an eight-foot side yard existing public utility and Whitecliffe Estates Homeowner's Association pressure irrigation and lot drainage easement covering a portion of Lot 8, Block 4 of Whitecliffe Estates Subdivision No. 3, being more particularly described in Exhibit "A"; and providing an effective date**

Simison: Next item up is the Consent Agenda.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Move that we approve the revised Consent Agenda. So, we had removed Items 7, 8 and 13. For the Mayor to sign and Clerk to attest.

Little Roberts: Second.

Simison: Have a motion and a second to approve the revised Consent Agenda. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the Consent Agenda is agreed to as amended.

MOTION CARRIED: FOUR AYES. TWO ABSENT.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Simison: The items that were moved we are not moved from the Consent Agenda, They are moved off the agenda.

DEPARTMENT / COMMISSION REPORTS [Action Item]

15. 2024 Roadway, Intersection and Community Program Prioritization

Simison: So, we will move on to Item 15, which is Department/Commission Reports and that item is 2024 Roadway Intersection and Community Program Prioritization. Turn this over to Mr. Hood.

Hood: Thank you, Mr. Mayor, Members of the Council. It's my pleasure to be before you this afternoon. Before I get into the agenda item any further I was able to introduce you to most of her just before the meeting, but Heather Hill is our new coordination planner. So, she just started yesterday. So, this is day two for her. But you will see her likely next year doing this. So, she -- transportation is going to be one of her main charges. So, I have asked her to attend today, not only to meet you all, but to start to hear and get integrated into our priorities and the integration -- integrated five work plan. She's actually on Brian McClure's team, so Brian is here as well. But, anyways, that's just a little bit of background. But for now you can direct your questions to me and I think I will just -- I will dive in. I will also say -- I believe Kristy Inselman from ACHD -- so, we had the joint meeting with the Ada County Highway District and their board here at the end of January. Kristy I believe is also on the line. If there are questions or something you have of her I think she is tracking. So, I envision being able to address anything that may come up, but I did want to shout out Kristy anyways and let you know that she is a resource potentially if needed. So, annually the city does prepare and present to the Ada County Highway District a list of transportation priorities for them to consider. It's not the only reason we go through this exercise of coming up with priority lists. We use them throughout the year for various purposes. A lot of times when we

are talking to citizens, business owners about what the status is of a project we use the same spreadsheet and can call on it and see where it ranks with the city and where it's at in process with ACHD. But one of the principal -- principal reasons to prepare these -- this list annually is to have ACHD consider it in their integrated five year work plan and budget process. So, they are kicking that off. They have given us until March 15th to send any considerations that we are asking them to make in this year's budget and programming process. So, maybe just a little bit of background information to share here. I'm going to jump back up a little bit. So, there are several things that are considered by ACHD in their programming methodology as you can see on the diagram and it's in the memo for the workshop today, not the least of which are congestion and safety. But you can see some other ones. Level of traffic stress is five percent. The one I wanted to highlight and why we are here today is a substantial portion of what ACHD considers is cities, school districts, priorities from their constituents. So, this is not insignificant. Fifteen percent of a project's value at ACHD is based on our priority list. Some of that is considered already by our Transportation Commission. So, they play a large role and that's actually in their -- their charge is to produce annually this list for you to consider and, then, send on to ACHD. They review the level of service map, which I also had -- and you had a map in your packet that we can call on if you would like to and crashes -- we work with police department quite a bit to see safety and safety concerns with a lot of these projects. So, we can dig into some of those if you have questions on any particular project and look at where a certain corridor or an intersection may score. I will just let you know -- and this -- for some of you this is new, some it is a refresh, but it's really the top ten projects that gets the points at ACHD. I believe I have an exhibit, too, for that. So, Projects 11 through 60 matter, right, and that's the cue to get into the top ten, but it really is your top ten projects that matter most and even just a finer point on that, the top ten projects that are not already programmed are the most important. So, new this year ACHD has asked -- asked us to come up with two different lists. One is a program list where it's already working its way through ACHD's process to design, purchase the right of way and construct. The other list is ones where they maybe haven't looked at it and haven't scoped it and it doesn't rank high enough yet to get to that point of, again, design, right of way and construction. So, really have asked us to focus in and what I'm asking you to do is focus in on the not programmed list more, because that's really where these points are going to be more important as we -- the top few of those get, hopefully, into the programmed list. That's really where you want to be is you want to be on the to do list, not lingering on the not -- not programmed yet list. So, I will run through that with you I think here. What I want to also call your attention as I go, then, to the spreadsheet -- so, within each one of those so you can see it on the tabs here, we got programmed and not programmed. Maybe I will even just start with the programmed. There is not a whole lot to call out there. But even within this spreadsheet there is roadways and intersections. So, these are CIP eligible projects. So, they are eligible for impact fees. They add capacity to the roadways and you can use development impact fees to do these projects. The other list, which is on the same spreadsheet, are community programs projects. So, collectors, local roadways, crossings, gaps and sidewalks, those types of things are your community programs types of projects. So, roadways and intersections that are impact fee eligible. So, largely we are talking about section line arterial roadways are

CIP eligible. Oh, I'm not sharing the screen? Thank you. Yeah. I just shared the window. I'm sorry. So -- so, again, roadways and intersections, there is two -- two different types of projects on one spreadsheet. Community programs -- again, sorry, I didn't have the visual to follow along with my words, but two -- two lists, again, largely arterial roadways are CIP impact fee eligible projects and, then, the other lesser roads and gap types of projects that are on your community programs projects. So, for this year -- and I can -- I can slow down if you would like. What you see in the second to the furthest left column, the 2023 ranking -- so, that's last year's ranking and, then, 2024 is what the Transportation Commission is proposing to you this evening. So, you can see the change year over as recommended to you by the Transportation Commission. Again, there is not a whole lot on this programmed, because, again, I'm not trying to -- we are not counting chickens until they hatch necessarily, but these ones are in good shape for the most part. ACHD is working them through, they have got money for and they are working into the program. They are in the program to design and construct. There were a couple of minor changes, but very minor for this list of projects. I will pause, because Council Woman Strader looks like she has a question.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Thank you. Yeah. I thought it was probably worth asking a couple questions before we get into the details. I think the format of this is what threw me off, because it was on ACHD's letterhead and so it was sort of -- it was confusing to me whether the priority ranking were their priorities or our priorities. So, was the 2023 priority ranking our previous priority or their priority?

Hood: Mr. Mayor, Council Woman Strader, good question. I'm sorry I didn't make that clear in the memo and spreadsheet. I will answer your question. I will justify why it looks this way first, though, I think. ACHD has asked us to use this format. They want it back in the same way. So, this did come from them. We added the -- the numbers in the 2024 priority, but those are ours. There was some discrepancy in the 2023. There is a couple of duplications in -- in some of the numbers and some of them I think were reversed somehow, but I didn't spend a whole lot of time ground truthing that they are listed in the correct order. The numbers of them, though, I'm not quite sure what happened in some of the numbering. But the order that they sent it to us before we started moving things around was 2023's ranking from the city to them and, then, they sent it back to us in this format.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Yeah. And I think where it threw me for a loop. I understand that they have this request to receive two different prioritizations. I think what bothers me about that is we have our priorities. We have high priorities that are not on their programmed list and

some that are and I feel like it's a little bit cleaner to sort of just sort out what are our priorities and if -- if a priority is not programmed that sure seems like a problem. It's something that should be highlighted, instead of sort of relegated to like a secondary list. So, that -- that's my -- I guess I have kind of a philosophical struggle with their request. Maybe it's worth trying to suss that out. So, like one thing I was trying to figure out was, okay, if something was, you know, ranked number three on the program list, how could it also be number three on the not programmed list? Do you see what I'm saying? That's a little bit confusing.

Hood: Mr. Mayor. That's what I was saying with some of the numbers are off, but the list in which they sent it back to us -- the order of the priority didn't change, although it was one unified list last year. I don't know how they got two number threes as an example. They have separated, though, to your -- to your comment and the Transportation Commission didn't unify those. So, yes, there is not a city wide priority list irregardless of funding status; right? I mean that's -- that's really what you would like to see and I think we can do that. I don't know -- and we can do that after the fact, too. This how ACHD wants it back. I can take this back to the Transportation Commission and they can, you know, put the list back together into one and we can use it for that. That's why I said, this isn't just for ACHD, we use these for other purposes. So, if that's more valuable to Council and the rest of us to see -- give us one through 120, I don't care where ACHD is at with the -- we do, but -- but that's irrelevant for our purposes. We just want to see where all roads and intersections -- how they -- they play out whether they are funded or not.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I think it would be great to hear from the rest of the Council that's present on that. From my perspective I think it's more valuable to formulate our priorities period and, then, we could provide that as an attachment with whatever format ACHD needs it in, but I think like starting from the place of this -- these are our priorities and a consolidated list might be a more productive way to talk about it. That's just my two cents and I don't think that will stop us from getting into the details, because to your point we do still have the order and I think people will have comments on the more detailed things, but that's just me, but I will let everybody else comment.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: So, just a -- Caleb and any Members of the Council who have been here, I -- maybe it's because I'm new. Am I to understand, then, that we -- and when we are identifying our priorities we don't kind of have just like the city list. We are kind of plugging in priorities within the ACHD list or do we actually have our own list that we prioritize and get like new guy question I guess, so --

Hood: I can answer that, Mr. Mayor, I think. Hopefully. So, historically we have had one list and, then, one of the columns will say -- well, in fact, you can see it here. You know, where is -- where is it currently at in the integrated five year work plan is just information. It's not -- doesn't show up on this list or that list. It's just part of the overall priority list. Again, new this year ACHD has said we are giving you these. These ones we are already working on, so don't spend so much time on those, because we are already working on them. Really focus on your not programmed ones in the top few that they can, then, hopefully sooner rather than later, make it onto the program list. There is value, though, in doing one big list. So, you can see, again, number, you know, one here maybe just as important as number one on the program list. It -- it -- my two cents we need to send ACHD back this. We can also again develop, though, a -- a master list like we have in the past that has all of them and they are all pitted against each other regardless of -- of funding status.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: So, we -- we use -- we have always done that. We have always had our list with our priorities. This is just a change driven my ACHD's request to receive something in a certain format. That's what I'm struggling with. Change is hard. It's very part -- a piece of it. But I do think it's nice to see all of our priorities in one place, but --

Hood: And I will just say, Mr. Mayor, if I can. Again, we can do that. In the interest of time -- in the next couple of weeks, though, I would propose we -- it doesn't change. I mean -- well, I don't know what the overall priority is, but ACHD is not going to care what our overall project priority list is. They really only care about -- particularly the not programmed list. Now, the cover letter -- this is where I will also roll in, typically we attach a cover letter to this and maybe there are some projects on the not programmed list that we really want to highlight and say, you know, we -- if we were to just -- you know, or we would prefer to send a list that has all of our -- our priorities and our top 50 are the ones you -- you know, you fund first, not -- anyways there is an opportunity to put a narrative to this, too. I would just caution us I think a little bit in trying to do the overall priority before March 15th, because I -- that seems like a lot of back and forth with 120 projects to figure out what -- if number 17 on the not programmed is higher than number 40 on the programmed or not.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Yeah. I guess I'm kind of a little bit struggling with that, too. I guess, you know, we have our list, though, from last year. That was just one list; right? So, I guess I'm not understanding why we couldn't just take last year's list and kind of marry these lists together. It seems like the struggle is that ACHD has actually assigned a different prioritization. It seems like there is sort of methodology where the numbers don't match,

but I -- certainly number, you know, 103 I don't think is as important as like, you know, the top like 30, for example. So, maybe there is a way to consolidate it. I don't know. I'm just talking out loud, but that was my first piece of feedback was I was sort of struggling with that -- this sort of change in format.

Hood: And I will be honest -- Mr. Mayor, Council Woman Strader. We struggled with that, too. But I have come to the realization that ACHD doesn't care, you know, that they really just -- this is how they -- they need to make their sausage. But, again, I think there is value in -- in doing that.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: So, just in the interest of time, because we want to I think give you valuable feedback tonight and certainly it seems like this conversation wouldn't be over tonight, but, you know, do you want us to, then, focus on the not programmed list for the first -- to try to get your feedback. Okay. Did you -- Mr. Mayor, I apologize. I don't know if Caleb had additional presentation before we kind of get into the meat.

Simison: I think he did.

Hood: I was just going to highlight a few of those. So, I'm going to -- I will jump back to the program list. There really isn't a whole lot to highlight for you here. So, again, nothing really changed. So, forget the number to some degree. The -- the name of the project and its order did not change, but just slightly from the Transportation Commission for this year. So, largely the program list they said there is not a whole lot of jockeying amongst -- amongst those. I don't have anything to call to your attention there for roadways and intersections. Maybe the only thing that didn't change is the only projects that aren't actually -- that are programmed, but are in the future are -- are these two intersections that are very high on our priority list, but their existing five by seven or -- or larger intersections that really just need to be blown out and they are very complex, but they are better than the stop controlled intersections that we have throughout some of the rest of our city and area of city impact. So, everything else on the programmed list is, again, moving through the process. Those ones are in future, those two -- two major intersections are in the future and they don't function well now, but they are hard. There is a lot of impacts and it's very costly to widen both of those intersections. So, to some degree I understand why -- ACHD understands that, but they haven't thrown any resources at really trying to solve that problem yet. So, that's the only thing I really wanted to call out on the roadways and intersections. Not -- again, not a change necessarily, just a -- some commentary on where they stand with ACHD in -- in their process.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: So, I guess -- so, you are on the programmed list right now.

Hood: Yep.

Strader: So, a -- a piece of feedback on the programmed list. I guess it is 2024 priority ranking number 16. I think Black Cat and Franklin -- not sure if this is the right spot, but I do know Councilman Cavener mentioned his concern about a four way stop near the railroad tracks and feeling like he thought that needed to be a higher priority. So, that's just one -- one piece of feedback as you are kind of gathering feedback for discussion. It feels like because these are programmed did the -- speak of the devil. I won't -- I won't even attempt to speak for him.

Hood: So, if I -- if I can, I will -- so, the Transportation Commission did talk about this even at the subcommittee level and I will -- I will say we also talked about it as part of the not programmed list and community programs, because there is some sort of interim improvements that have also been requested by the city. At the end of the day what the Transportation Commission said is we need to improve Black Cat, not just put a Band-Aid on the issue near Compass and some of the issues they have, but really fix Black Cat, the railroad crossing, and get all that fixed. So, I will get into that a little bit more with not programmed. Sixteen, while not the top ten, is very -- very -- fairly high. I can't remember off the top of my head, but there is another section of this -- Cherry and Ustick. So, you can look at that one actually jumped up pretty high on the not programmed. So Black Cat, Cherry, Ustick, which is the next mile, but closer into city limits, they did accelerate even higher to say, okay, Black Cat, Franklin to Cherry, that's already programmed. This one needs to move up as well, with curb, gutter, pedestrian bike facility. So, I'm not doing it justice, the conversation they had, but they are very well aware and I will just say you will hear an update from the chairman here on March 12th. Black Cat and the issues at Compass are something they -- that's on their agenda on a fairly frequent basis, too, and they are trying to work with that school administration and others, the parents, to improve that situation out there.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: So, maybe just giving Luke a second to catch up and just maybe discussion of where we could find space on the non-programmed list, I'm a little bit struggling with using up what I think are very valuable spots, number six and seven. It is, obviously, a very high priority is for us to preserve McMillan Road. I guess I'm curious as to why we could not consolidate number six and number seven, instead of just taking up two spots in the top ten.

Hood: It's a very -- Mr. Mayor?

Simison: Council Woman Strader.

Hood: Another good question and if I were doing justice to the way ACHD did their presentation that's one of the things I would have highlighted for you. They want these in one mile segments, so that is a project to ACHD. So, we can't take three miles of a roadway and call that priority one. It has to be in the bite size -- that's how they define a segment. So, I did talk to Kristy offline. There is a -- an exception to that rule a little bit when you get to talking about some bike lane facilities, but for the most part the arterial roadway improvements need to be in one mile segments. That's how ACHD constructs a project.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Would be just on that, though -- so ACHD gives us direction on -- on how to preserve McMillan Road in an efficient way, because it's just a huge opportunity cost -- it's not like we are actually asking ACHD to construct something -- a road widening on McMillan. So, how do we protect ourselves from the opportunity cost of giving up spots in the top ten, maybe two segments, when it feels like the issues in preserving McMillan Road all along.

Hood: Yeah. Council Woman Strader, Mr. Mayor. It's another good question. I actually had a brief conversation with the Mayor this week about McMillan and, again, going back to your January 29th joint meeting with them, I have not heard back from Justin Lucas yet and that was sort of the direction was they are going to see what some of the implications to their CIP were based on our request to take arterial roadways and at least preserve them for five, including McMillan. So, again, that was six, seven weeks ago now. I have it on my to do list to circle back with Justin, figure out what we -- we can do and -- because every day that goes by there is potential development along that corridor where we are still only preserving for three. So, how do we, then, get this on the books, so to speak, so that we don't miss more opportunities. But I have not had that follow-up conversation since the joint meeting.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: It almost feels like a more fair way of doing this would be the -- there is programmed improvements, not programmed improvements and a third list of right-of-way preservation priorities or something. Just talking out loud. But I don't know if they are really tied to like doing this in a certain format, but -- I don't know. It just -- it feels very unfair that we would have to do that and use our top ten priorities and I'm not directing any ire at you, Caleb. You are doing a fantastic job of juggling all different entities and so forth, but, I don't know, that's just one piece of feedback. Just -- it's sort of frustrating to have to use up top ten priorities to preserve roadway.

Simison: Maybe in this area can we request that they take out the words preserved this road and just say widen McMillan up to five lanes? I mean that's truly what we -- you know, right of way and purchase preservation -- everything else is what every other project is about, not preserving right of way from my perspective. That is -- buying right of way is what you do. Preserving right of way is what we all do through our process, not through prioritization. So, maybe at least make that request that this list be updated to that outcome, not the preservation portion, if we are going to leave it at its location.

Hood: So, Mr. Mayor, yes, I can make that change and that is another good point that I will bring up. So, we don't -- so, these three columns here, we don't control; right? It is what it is. We -- if we just put, yep, funded for construction in '25 doesn't make it so. But we can change to some degree our project description. This is our column to put whatever we really want in here that further defines our request. So, absolutely we can take out preserve and just put widen McMillan to five lanes. And, again, that goes for any other project. We have some other things that hopefully give some context to the request and why, you know, it's important to the city. Some of them are pretty generic and I will just say some of them are -- are, you know, just as widen an intersection, we -- sometimes we get specific. Hey, this should be a signalized intersection or we really anticipate this being a seven by seven intersection. Most of the time, though, it's fix the problem. Don't know what the answer is, but there is a problem here and we need to fix it. So, I have left the agency project description generally. Pretty generic. But we can put -- or take away, add to, this is our column to -- to mess with. So, yes.

Taylor: Mr. Mayor?

Simison: Council Woman Strader first.

Strader: All right. Sorry, I didn't mean to jump in too much. Just maybe one more question. So, previously when the Transportation Commission presented our priorities in one list, it was at least easy to see that they were trying to prioritize whole sections, because they thought it was more efficient and would kind of bring a resolution faster to say, okay, you know what, we want to prioritize all of Locust Grove. What was the discussion with the Transportation Commission regarding these lists? Did they have to leave that philosophy behind, because of using two lists? Did they use a similar corridor approach? Like what kind of happened with -- with that?

Hood: Mr. Mayor, Council Woman Strader, I will be honest, there wasn't a lot of discussion this year with the Transportation Commission. The subcommittee did discuss that a little bit and also just refresh or remind or targeted for the first time, ACHD does still have their priority corridors, but to your point it's not as easy to see how we are doing on those priority corridors when you have two different lists. Some of them are funded. Some of the segments aren't. That was some of the talk. But Black Cat, actually, was one of the corridors -- they talked about that; right? Like I just mentioned this -- this one's programmed, this is the next segment of Black Cat. This one should be higher up to get that -- that's the natural progression of Black Cat is to go Franklin north, so -- but it wasn't -- that wasn't a dominant theme of the scoring committee. But they

did talk about that and, again, with -- it took us a little bit of time to -- this two lists thing wasn't our preference either, but we have swallowed it and we are -- this is what we have and we will play the game, so -- and I think they did and that's -- they were back and forth looking at the two lists saying, okay, where is this segment, then, on the -- okay. We are doing this on programmed. McMillan's another good example. Ustick even. A lot of those are programmed. But what's the next one that's likely to occur on some of those corridors. But, again, it wasn't a dominant theme or hindrance to them coming up with what you see tonight.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Caleb, I just have one question on this programmed list and I -- I don't know if I'm just missing it, but when we did have our joint meeting with ACHD one of the discussion points was how that McMillan corridor kind of cuts the city in half in terms of the ability to get north and south through some of those constrained areas and if you -- on Meridian Road, it's a great road to travel and, then, you -- you pass Ustick, it goes down to two lanes and you can't get to Chinden very well. If you try to go between four and six it could take you a significant amount of time. But I did notice that on this -- this priority list number 16, widening Meridian Road between Ustick and McMillan, and, then, down the new number 18, Meridian Road to Chinden Road, which is great. But I don't see the intersection widening on there and that McMillan-Ustick intersection is kind of that pinch point. So, am I missing something or does ACHD not have that on the list? Because to me that seems -- I don't know why you would widen that road and not address the intersection, because that intersection is actually the main constraint between -- on Meridian Road that's north-south and it's an incredibly busy roadway. Can you -- can you show me where I'm missing that or --

Hood: Mr. Mayor, Councilman Taylor, I don't know that you are missing it. I'm scanning it to see -- I know it's on the programmed list, so you wouldn't find it on the programmed list. I don't know that we have that intersection, McMillan-Meridian listed as one to be reconstructed in the future.

Taylor: That we -- Mr. Mayor?

Simison: Councilman Taylor.

Taylor: That we do not -- and I don't know why ACHD would put that, you know, 16 and -- what was it, number 12 and 18, on their priority list for the roadways and not have the intersection addressed at all, because you can't really widen -- there is no point in widening the roads if you are not going to address the intersection. So, that might be some feed -- I don't know if that's feedback we need to provide them or why -- we need to figure out why that's missing from the agenda, but -- or from the programmed list.

Hood: And I would propose -- I'm sorry, Mr. Mayor, Councilman Taylor. I would propose we add that if that's what, you know, this body wants to do. We can certainly add projects this evening or this afternoon add them or -- in wherever you want. It wouldn't go on this list. It wouldn't go on the programmed list. But they are not programmed and we can plug it in somewhere. I will just call this out, too. So, if you look at the project description, Meridian Road is -- another like McMillan where or today ACHD is not planning to widen Meridian Road north of Settlers Park. It is planned forever and ever to be three lanes. So, I added the three, four or preferably five lanes. I'm not trying to put too much of a narrative in here. But right now if you look at their CIP, they do not plan to widen up to Chinden-Meridian Road to five lanes. That's why the intersections aren't listed, because those intersections accommodate the three lanes on McMillan and the three lanes on Meridian. It is, for all intents and purposes, its ultimate build. Unless McMillan changes and/or Meridian changes, then, you have got to add more receiving lanes to the intersection. So, again, just to follow up, let's add the intersection, because that does make sense. I have never really just thought that through all the way that, yeah, we -- then we have got the intersections that also would need to be widened and that's going to go further to the west along the McMillan corridor as well, too. So, those intersections will -- anyways.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Thank you, Mr. Mayor. So, Caleb, to that point on the -- I mean we have been having the conversations about Meridian Road and McMillan for as long as I can remember. The city continues to advocate. The highway district continues to kind of say no. How -- how do we overcome this? I mean I appreciate that our community continues to be vigilant about these are things that are important to us. Is it a change in philosophy at the highway district? I mean at some point -- I guess I look at Meridian -- or the Linder Road overpass. For so many years people said we are not going to do a Linder Road overpass, we are not going to do a Linder Road overpass. Again, we have continued to remain vigilant and we are looking forward to opening a Linder Road overpass one day soon. Is it that same tenacious drumbeat year after year to have them -- is it creating those as projects and, then, just putting them at the top of our list, so that the highway district recognizes this is -- that we mean business about this and is it -- I know in the past the highway district commissioners have said if the city is willing to contribute funds that that changes sometimes the -- the ranking of different projects. I mean is that ultimately where we are at, is that if this is what Meridian wants, like the Linder Road overpass, we have got to start allocating dollars to get roadway projects for our community built?

Simison: I will take this. You know, I believe that our joint meeting and -- that was the first time that ACHD has actually officially heard and received the intention that we want five Lane roadways -- five lanes on all roadways in Meridiem where possible. That's been my conversation with -- with the director prior to that meeting was -- and even with staff, that there had never been an official request to make something like McMillan five

lanes. It was never transmitted in any fashion until we did that letter six months ago, five months ago. So, I think that we -- they have now heard us and I think that this document should reflect those requests and if there is pushback, then, that's when we would need to have that additional conversation. But I think it's a great catch that the intersections are not in here. The road segments are not in here. If they are not currently programmed. They should definitely be included in that context for those elements.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Yeah. So, what I liked about the way the Transportation Commission addressed the corridors previously was it made a lot of logical sense; right? So, it was like let's focus all of our eggs in the basket of widening Locust Grove, for example. Where I think the danger is -- and I don't disagree -- taking the example of Meridian Road, you know, Ustick and McMillan, Linder McMillan to Chinden even. That does seem like it could be a priority, but I think it's kind of -- to me that's in conflict with, you know, we have two segments for Locust Grove that are already programmed, number seven and number 11, it seems like if those were already priorities, the number 30, Locust Grove, you know, McMillan to Chinden, should be a much higher priority, because that would take some pressure off of Meridian Road. If we were to focus on widening all of Locust Grove that I think would go a long way toward like fixing the problem, because we will have dealt with an entire corridor, as opposed to now -- you know, I'm concerned that we might take number 12, which that does seem important, but if we are just going to be able to be successful in widening like a segment of Meridian Road -- yeah, I don't know if that would give us as much of an impact. So, that's why I asked the question about the Transportation Commission's kind of feedback about the corridors approach. It -- and I guess maybe another follow-up question, did they just feel that requesting corridors was not effective with ACHD? Is that a piece of this? Is there -- and we still have a couple of weeks; right? We still -- we still have it looks like two more City Council meetings March 5th and March 12th before we actually need to submit this. What are you looking for today, Caleb, and how do you kind of want to tackle this in the next couple of meetings to try to maybe make some adjustments and -- it seems like maybe we need some feedback also from the Transportation Commission.

Hood: Yeah. Mr. Mayor, Council Woman Strader, there is a Transportation Commission meeting next Monday. I have not published the agenda yet. I'm working on the packet right now. I met with the Mayor earlier this week and the chair. This was not one of the topics. I can add that as an agenda item and they can discuss it some more. I do think there is opportunity. We do have two weeks. I'm willing to come back next week or in two weeks or whatever that looks like. Just as we talked about like the mixed use stuff last week, next week I can come back if you want anything for your packet, because they don't meet until Monday. So, I can come back and verbally and give you that sort of real time update, but you won't have anything to review at your leisure. It will be here

is what happened yesterday. But if you want to wait two weeks, then, I can update something for the packet and you can have it, you can sleep on it, whatever, so -- or both. I can go next Tuesday and the Tuesday after that. So, there is some time. I will just -- maybe just back to that -- again the same corridor question to some degree. There is not a lot of changes year over. So, if you look at the not programmed -- so, programmed didn't change. The not programmed there was just a couple of tweaks that I had -- I was planning on going through today. It doesn't seem appropriate now. But it's not radically different than it was last year. So, yes, our priorities are broke into two lists, but it's not like something like just came out of nowhere and all of a sudden flew up to be, you know, project number one or two or ten even on the not programmed list. You can see them, right, on the not programmed and there was one or two I was going to call to your attention. Linder, Pine to Cherry, did jump up a little bit. We had ACHD staff come and -- and they have reached out to the public and there is a question there about what Linder should look like between Pine and Ustick. So, mile and a half, right, three or five and what do we do here type of a thing and so that one is a major move, but the Linder corridor is important with the overpass and, again, that was part of the conversation was, okay, well, this is your bottleneck. If Linder is important and we are going to spend money to design and build an overpass, you have a huge bottleneck a mile away, let's get that fixed. So, again -- but nothing's really radically -- if you just go, you know, 26, 27, 28, 29, they are still -- you know, this year they are nine, ten, 11, 12, but they didn't do a whole lot of shaking up.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I'm going to make kind of a suggestion and, then, maybe people can weigh in. I think we should keep this on the agenda for the next two weeks. I think that would be great, so we can work through it. I would suggest bringing it back to the Transportation Commission for their discussion. I think things that we would like to hear from them are, you know, whether they are still using a corridor approach or what type of philosophy they are using to approach this list. If there is anything important that we need to keep in mind regarding that, I think their feedback regarding what is now number 16, specifically the Black Cat and Franklin kind of intersection near the railroad, I think some feedback regarding the trade-offs between, you know, the north part of Meridian Road, Ustick and McMillan to Chinden versus Locust Grove would be really helpful. And, then, understanding -- you know, maybe just get some feedback as well from ACHD regarding the, you know, right of way preservation versus, you know, maybe we just widen McMillan and these two. But let's get some more feedback on that. And, then, I guess I'm just going to look around if there is anything else. But I think it would be great to have the Transportation Commission meet again. They are subject matter experts that we rely on. Let's have them have a further discussion. They can watch this meeting and, then, hear the back and forth and, then, hopefully they can provide us with some more color -- or even they may change their minds about some of the recommendations, but I think it would be great to hear from them again. That might give us a little bit more to go off of. I don't know if others are in agreement, but --

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Yeah. I like that approach. I do think this is worthy of some discussion for a couple of -- several weeks to get it right. To me I'm still just sort of -- I'm not sure if amused is the right word -- why a priority list would include something when they don't have it in their intention to widen it to five lanes. I'm speaking specifically of Meridian Road and that they have left out the intersection. So, it makes me wonder how they came up with their own priority list on the program sheet and I -- I would hope that we would have better kind of agreement with ACHD in terms of them accepting some of our recommendations for how they would fund their priorities. You know, as partner agencies I would like to see our -- our input be taken -- being taken a little bit more with the idea that we have a vision of how we want the city to grow and develop. I really think transportation corridors in terms of how we want to develop that makes a lot of sense. If you look at, you know, Meridian Road and Locust Grove, they kind of die off after a certain point and you can't travel north and that's a big issue. I agree, Linder Road, that's -- we have identified that as a big corridor. That makes a lot of sense to prioritize that. But if you just look at -- I will bring it up again. Meridian Road from McMillan -- McMillan to Chinden, it went from number 35 to 18, yet there is no intersection on the plan. That doesn't make sense. So, I think we should -- I would be very interested in some -- a little bit more discussion on how we want to prioritize that and emphasize that with ACHD, so that they kind of get the message of these are areas where we really want you to prioritize things.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: One additional item, I think flag -- to flag for Caleb to maybe get some direction from the highway district, which is as we move to this new approach to me when I see something that is programmed that should correlate with a -- with a date and so when I see full projects -- again Ten Mile and Cherry, Eagle Road and Overland, big intersections, future, but it's programmed, to me if it is programmed it should have a date certain associated with design, right of way, construction and so I'm sure the highway district has a good reason for that, but I would like to -- I would like to be educated as to how something is programmed with a future date that isn't really a date.

Hood: Mr. Mayor, can I maybe try to answer that one? I know the answer. I can relay it to you. That's a fair question, but something less off of my to do list to ask them about if I can try to explain. So, the five year work plan is a little bit of a misnomer. It's actually more like a seven year plan; right? The first five years are listed years. So, this is '25 to '29. Five years. But they put two years of future in that and those are -- those are -- so it's sort of programmed the out years of the integrative program -- a five year plan and the not programmed. So, really, even to get on the programmed list you are still oftentimes waiting and you make your way into the future, so that you can be the next

one to get a named year. They are -- so, this is maybe more detailed than what you want. They have been over programming their future for the past several years and project costs are going way up and so they have put us all on notice and so I'm putting you on notice you are likely to see some future projects come out of the future and program list and move on to, unfortunately, the wrong way and to the unprogrammed list. I hear what you are asking and saying. I can't totally defend that methodology, but that's -- that's how it works is they budget for five years and they have got a hundred million dollars' worth per year and they allocate design, right of way, all that and, then, these are the ones in the bullpen, if you will, or on deck to move in with a year into '30, next year. So, if in the future you should see with a 30 and, then, a 31 -- but those are like -- they are going to sharpen their pencils and -- and -- and I will just say one more thing and I -- but this is part of the conundrum I think they are in a little bit -- not to defend them, but I heard Council -- Council President -- or Commission President Pickering -- we need to figure out the impacts of this; right? If it was all along they are planning on three lane preservation and construction and now we are asking Meridian, Locust Grove and McMillan to be five, we are asking for more and they still have the same pot of money to work with. So, that's what -- I can see to follow up on some of these impacts, but I saw in their eyes and even in their words they need to really understand the impact on their 20 year plan, because now we are adding things -- we are asking for more; right? Right? Wider roads and now new intersections, too, that I didn't even -- duh. But that's an impact. That's a real impact. And so they got to balance and all these compete for the same dollars, so --

Strader: Mr. Mayor?

Simison: Just from your perspective of that, things falling off, do you happen to know will they fall off if they are on the funded? Will they fall off into the number one position of the unfunded list or will they -- this does kind of go back to the -- like if you don't have it completely prioritized, because, look, everything that they fund is necessarily everything that's number one in the eyes of the city.

Hood: So, Mr. Mayor, I don't know that you really wanted an answer there and it's one that I don't really want to ask, because, then, that points to -- is like let's pull things off of your program, but -- no, I don't -- I don't know. It's a good question. I don't know where it would fall on next year's list if we don't do a unified priority list.

Simison: Council Woman Strader.

Strader: Just two things. I think -- I think one thing I think we could move toward that helps with what we are discussing, whether it's Meridian Road or Locust Grove, I think the request could be -- we think there needs to be one north-south corridor on one of these two segments that doesn't have a choke point. So, I don't think we have to ask -- we could. I don't know if we have to ask for both. I think we could get some recommendations from the Transportation Commission and prioritize one of those two requests, but I think -- I think something to think about -- so, March 15th is coming. I understand that going back to one prioritized list might not be realistic is what I'm

hearing from you, Caleb, between now and March 15th. But I would encourage us as we are working through this -- I think we need to move back for next time and let's get feedback from all of Council. Maybe you could get feedback individually from folks that weren't able to make it to this meeting, but I think it would be great if -- if Council seems like they want one prioritized list again, I think going forward we need to move back toward that and, then, we can put this in whatever format they want, but, I don't know, I feel pretty strongly that we should have our whole list of priorities, that should drive what we request and, then, if they need something in a specific format we can try to do that. Mr. Mayor, I would be curious what your thoughts are about that.

Simison: I mean I'm fine with that approach. It doesn't -- I'm fine with this approach. I'm fine with that approach. To me the numbers -- mentally I guess it's kind of like I can take a house and flip it upside down and spin it around three times and I can see it. I can see both lists in this fashion. But there are some consequences of decisions being made that do have benefits I think having one list. So, I -- I -- what I -- I think it's very -- I don't think it's that hard to put this into one list either. That's why I'm like I'm -- I feel like I could do it in the next five minutes. If we wanted to take a break. That's --

Hood: And, Mr. Mayor -- and I would -- I can pull up 23 and we can see the one list and, again, it's not night and day and I don't think that's a big lift for -- I'm just saying that's an arbitrary deadline March 15th. We don't have to have that by March 15. ACHD is going to do nothing with that. Now, if you need that to get to these two lists, then, fine, that's fair. But it really is essentially 2023's priority list that we have and I can show you that and, you know -- again, there were some changes, but it's nothing -- it's really nothing radical and, yes, it is two lists and it's not one for one, there are some that are -- that are programmed that are pretty low on our priority list from '23; right? And vice-versa. They are very high on our priority list that are unprogrammed.

Simison: And will be next year no matter what we say.

Hood: Yeah. It's so true.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Maybe one additional question, Caleb, that maybe you have got an answer or can get back to us on and I apologize for missing the first part of the conversation. I -- it sounds like you were talking a little bit about Black Cat between Cherry and Franklin, and I think when I came in you were talking about the Transportation Commission's recommendation. They didn't want to Band-Aid it, which I appreciate. We want to do it right. But where we are looking out into -- it looks like you have got to be so far in the future before you can get -- onto the future of the programmed list, that -- that irritates me to a degree. Is there a mechanism for us to request a Band-Aid, essentially, then, for there, which is let's get crossing arms put at the -- at the rail track. We have got a huge industrial project that's there on Black Cat. I know we already talked about the

school. Main Street being punched through. There a lot of reasons why we would want a rail crossing arm there. One for the traffic movement, but certainly for the public safety element and if there is a way for us to say, yes, we want to keep these on the unprogrammed top of our priority list, but if you are telling me that's likely seven years before this thing will -- could ever potentially be conceived to be constructed, we have got to take some sort of bold action about that rail crossing now.

Hood: Yeah. Mr. Mayor and Councilman Cavener, what I can do -- and I'm paraphrasing; right? I don't remember exactly all the words. But when we talked about Compass in that segment of Black Cat, some of the discussion was if we ask for the Band-Aid and, then, we get it, it defers further the ultimate configuration that we really want. That's what we really want to see.

Cavener: Sure.

Hood: So, that's why they said let's go all in, let's have them fixed the whole thing. So, that's -- and, again, just sort of the thought process in the conversation was let's not just have them fix the railroad crossing and get a path that snakes down, let's have them do it right the first time and sooner than later, so --

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Until they changed how their programming stuff and how they are ranking stuff I was in full agreement. They have changed a little bit of the rules of the game and so we can't wait eight years for a full build out for a need that needed to be addressed two or three years ago. So, that's just my feedback. I think that I hear where they are coming from and six weeks ago I would have agreed with that, because I think things have changed and we aren't able to really forecast how soon a project could come online at this point is why I think that we need to elevate at least taking care of the rail crossing there.

Hood: Mr. Mayor, if you don't mind, I got one more -- you want me to reply to the rail crossing? I was not going to reply that anymore. I know --

Simison: I think just a reminder that rail crossing is not determined by ACHD, it's determined by ITD and it's determined by the railroad. So, I think there is certain elements of this that doesn't matter. If we made it one tomorrow that until the railroad is prepared to make the crossing improvement and ITD is going to support that, that's going to determine that much more than where we have prioritized it in our list. In my opinion from the conversations that I recall. But I can have Dave follow up specifically.

Cavener: And, Mr. Mayor, I -- I agree with you a hundred percent. There is no argument on that. But as what we have learned from Linder Road overpass and perhaps with McMillan is we, then, need to send formal requests to the highway district

to put in a formal request to ITD to, then, put in a formal request to the railway and they are not going to initiate that on their own without us telling them.

Simison: Those requests have been made. They -- just so you are aware.

Cavener: Okay.

Hood: Yeah. We are -- we are working those channels. I will just -- what I was going to say -- and I can do this -- the feedback I think is great. I can take that to the Transportation Commission and get that. They are subject matter experts. Ultimately, though, you are the decision makers. So, I can see what I can -- what more I can get out of them, but if they say, you know what, yeah, Black Cat, we aren't doing anything with it, you get to. Right? So, I will prod them a little bit, but I don't know that we will -- this back and forth too many times. I don't know that -- you know, again, you are going to have to send the priority list by -- by March 15th. So, I don't -- I will try to -- I will have -- I will encourage them to watch the meeting. I don't know if it's worth our time. You know, maybe at one and a half times speed that I can play it for him next Monday. But have them -- encourage them to watch it, the discussion, and give some more feedback and address some of these things, come up with a unified list. I don't know, though, that they are going to -- that they are going to get to a point where you can just swallow it whole and you are going to be happy with it, though. But I will try. I mean I will see what additional feedback and recommendations I can get from them.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Have all the feedback in the world that the Transportation Commission will meet our expectations. I think we have asked for specific feedback; right? We feel like we have a lot of choke points and we need to prioritize between, you know, either Meridian Road or Locust Grove or both, widening those in the north part of the city. Did they change their corridor approach? What philosophy did they use? Just help us understand do they want to make changes based on hearing our discussion? Do they recommend changes. And, then, if they look back at their 2023 priorities list that was consolidated, how would that change in a consolidated list now? And I think if we could see that that might help us. And, then, any other feedback we should consider; right? I mean I think we are all open. And, again, they are the experts and I have a lot of faith in them, we will have a great discussion and, hey, maybe it's really easy for us and there is not a lot of feedback, but let's -- let's give it a try.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: My last comment and, then, I think I'm done with the conversation for tonight. But one thing I have been concerned about for a long time -- and there is nothing that

was said tonight that alleviated it in any way was that ACHD doesn't really take into consideration too much of how we prioritize things and we -- we can give them a list. March 15th. Is it a real date? Is it not? Are they going to do anything with it or are they not? That's kind of challenging when we are looking at approving developments and investing in sewer and different infrastructures. If we don't really get to have a meaningful amount of influence on how they help us build out our community, that's a problem and that -- the only people that suffer are the -- our constituents, the citizens of the -- of Meridian and at large the county. So, I would like -- again, not -- just an observation. I think that we should all be concerned about and I'm the new guy here talking about -- you guys would have a better insight it's been an issue, but it seems to be a bit of miss if -- if the list that we come up with is not really that helpful for them. I know the list at 15 percent is factored into some of their considerations, but we are just one partner agency to ACHD, so I don't know what percentage of that 15 percent we are. But I think that's just something that I think troubles me just a little bit.

Hood: Mr. Mayor, if I can, just a couple of things and I will try to pull that -- that graphic back up. But, yes, 15 percent is partner agency support. We are the partner agency. School District also gets -- gets asked for their list. There is some bonus points if it's on both lists, so city and ACHD, but just to keep things simple we have 15 percent. Now, that's a bigger policy discussion between this Council, other councils in the district and what the commissioners do and how they program, if it's meaningful or not or how valuable it is. I do -- I don't want you to leave today here -- I want to make sure that I have the record clear, though, and you understand that the list that they gave us is, essentially, our list we gave them split up into two. It's not them reprioritizing our -- our priorities from last year, but they did separate them into two spreadsheets. So, we make them -- you can move the numbers around wherever you want. That's what we send to them. They were just regurgitating, essentially -- I get it. There is not one master list what we sent to them last year though. So, I don't want that -- it's not like they have tweaked -- now what they do with that after they get it that's another -- and it's complex. It really is with six cities and the county and needs everywhere, everything's a priority, yet nothing is, so I -- yes, I just -- you can be frustrated. That's fine. I just want to make sure you understand generally how that works, so --

Simison: And I don't want to make it sound like they don't take it into consideration, but there are just some projects that cost so much money. It's -- some of our friends to the north, they would like a couple more river crossings with the tune of 100 to 200 million dollars. Just because they put those with number one on their list don't expect them to be built and I think that we even have some projects on our list that have such a high dollar impact or impact to houses -- Locust Grove and Fairview intersection and that section that has been on there for -- those are the types of projects that we identify as important and I'm not saying that they won't do them, but it is -- they are just looking at the dollar threshold along with what would they have to put off throughout our city and the valley to accomplish those. So, I don't want to say that they are not responsive to priorities. So, Mr. Hood, see you next Tuesday with that information and thank you very much. So, Council, we have reached the end of our agenda, if I remember correctly.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I move that we adjourn.

Simison: Motion to adjourn. All in favor signify by saying aye. Opposed nay? The ayes have it. We are adjourned.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

MEETING ADJOURNED AT 5:34 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

_____ MAYOR ROBERT SIMISON	_____ DATE APPROVED
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ATTEST:

CHRIS JOHNSON - CITY CLERK